

THE CHRONICLE AND DIRECTORY

CHINA, JAPAN, STRAITS, &c., &c., 1896.

With which is incorporated THE CHINA DIRECTORY.

This is the

ANNUAL DIRECTORY, and will be found, at a glance, to show an advance on preceding years both in fulness and accuracy of information.

The DIRECTORY covers the whole of the ports and cities of the East, from Peking to Valdivia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is preceded by a DISCUSSION, carefully revised each year, and of which will serve as accurate guides for the

Traveller, giving every detail in connection with the place, its History, Topography, &c., &c.

The information afforded in these Descriptions, containing of course, Ninety highly interesting articles, packed with facts, and set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill an ordinary volume.

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This is the

A.S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRITS.

ALL these are selected by our London

Home, bought direct at first hand, imported in

and bottled by ourselves, thus saving all

intermediate profits, and enabling us to supply

the best goods at Moderate Prices.

PRICE LISTS, with Full Details, to be

had on Application.

PORT after removal should be rested a

month before use. When required for

drinking at once it should be ordered to be

decanted at the Dispensary before being

sent out.

SHERBY—Excellent Dinner and After

Dinner Wine of very superior Vintage.

All our true Xeres Wines.

CLARET—Our Claret, including the lowest

price, are guaranteed to be the genuine

product of the vine of the grape and are

not artificially made from raisins and

currents, but is generally the case with

Cheap Wines.

BRANDY—All our Brandy is guaranteed to

be pure Cognac, the difference in price

being merely a question of age and

vintage.

WHISKY—All our Whisky is of excellent

quality and of greater age than most

brands in the market. The Scotch

Whisky marked "E" is universally

popular, and is pronounced by the best

food connoisseurs to be superior to any

other brand in the Hongkong market.

We only guarantee our Wines and Spirits

to be genuine when bought direct from us in

the Colony or from our authorized Agents at

the Coast Ports.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 9th January, 1896.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the new columns

should be addressed to THE EDITOR, at the

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THE HONGKONG DAILY PRESS, TUESDAY, FEBRUARY 11th, 1896.

when the contract was received, also which

Hongkong might not be made the terminal

point instead of Shanghai. The Committee

of the Shanghai Chamber replied "to send

"an energetic protest against such in-

"novations as being decidedly detrimental

"to foreign trade in China." The protest

is presumably directed chiefly to the sug-

gested abandonment of Shanghai as the

terminal port, a point on which our North-

ern friends cannot fail to feel strongly.

Without a contract mail there would be

similar irregularity in the service at Shang-

hai to that which has caused so much

grumbling in Japan since the abandonment

of the contract for the regular conveyance

of the mails to that country. It would,

moreover, be derogatory to British prestige

to have French and German mail packets

running to Shanghai and not British packets.

The protest of the Shanghai Chamber is

therefore fully justified. There is another

point, however, in connection with the mail

contract to which attention might be use-

fully directed, and that is the necessity for

a regular weekly mail homeward and out-

ward. Formerly, when the French mail left on

the same day of the week as the English

mail every one was satisfied. Of late years,

however, the French Company have ap-

parently not found this arrangement to their

interest, and while the English mail has

left on Thursday the day of departure of the

French mail has been Wednesday, thus

making alternate intervals of eight days and

six days, instead of a uniform interval of

seven days. A further change in the

French service is now announced; the

steamers will still leave on Wednesday, but

at such an early hour in the morning that

it will in practice be necessary for firms to

close their mails the previous night, thus

making the mail intervals in reality nine

days and five days. Inconvenience is also

caused by the irregularity in the arrival of the

outward mails. Since it no longer suits the

French to run corresponding intervals with

the British packets the appropriate remedy

would be to have a weekly British packet.

This, of course, raises the question of cost,

but this, we think, ought not to be a bar to

the suggested improvement of the service.

There are already weekly mails to Colombo

and with the frequent communication be-

tween that port and Hongkong it would

not be difficult or costly to introduce such

regularity as would suffice to extend the

weekly mail service to Hongkong, if not to

Shanghai.

THE PROMPT SETTLEMENT OF THE KIRIN CASE,

reported yesterday in our special telegram,

from Shanghai, is eminently satisfactory

and goes to show that British prestige and

influence in China are not altogether dead.

The settlement could hardly have been

arrived at more quickly had this demand

been proffered by France or Russia. It

may be interesting to briefly restate the

facts, which have been already published in

these columns. Some five years ago Dr.

GREIG, a missionary, was brutally assaulted

by some Manchus belonging to the

bodyguard of the Tartar General at Kirin.

For this outrage, after long parleying, the

Chinese Government agreed to pay \$5,000

THE HONGKONG DAILY PRESS, TUESDAY, FEBRUARY 11th, 1896.

of communicable disease, and to that

proper sanitary precautions are observed in

the establishment. The Committee may

be able to suggest various improve-

ments in the organization by which these

objects may be more fully attained, but

they are not likely to make any

suggestion for forcing Western medicine

or surgery upon unwilling patients. There

is no law in England, to compel a man to

have his leg cut off if he objects to the

operation, or to compel him to swallow any

particular medicine, and there ought to be

no compulsion in such matters in Hongkong.

An exception has to be made to the general

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NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whences and from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-morrow.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant will be subject to sale.

All claims against the Steamer must be presented to the Underwriter on or before the 11th inst., or they will not be recognized.

All broken, chafed, and damaged Goods may be left in the Godowns, where they will be examined on the 11th inst. at 3 p.m.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DODWELL, CARLILL & CO., Agents.

Hongkong, 5th February, 1896. [333]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA" FROM HONOLULU, YOKOHAMA, AND KOBÉ.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impounding the discharge of the Vessel will be landed and stored at consignees' risk and expense.

DODWELL, CARLILL & CO., Agents.

Hongkong, 4th February, 1896. [9]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer.

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Underwriter, in all cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on Saturday the 7th inst.

Goods undelivered after the 14th inst. will be subject to sale. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 15th inst.

BUTTERFIELD & SWIRE.

Hongkong, 6th February, 1896. [383]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

FROM ANTWERP, LONDON, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—

From Madras via Suez.

Optional goods will be landed here unless instructions are given to the contrary before 10 a.m. To-morrow.

Goods are cleared by the 13th inst. at 4 p.m. will be subject to sale.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and notice of same given to the underwriter on or before the 15th inst., after which no claims will be recognized.

A. WOOLLEY, Agent.

Hongkong, 6th February, 1896. [1]

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. N. CO.'S S.S. "ANTALUSIA" FROM MANCHESTER AND LIVERPOOL.

SHIPPING Orders must be obtained from the Underwriter not later than the 11th inst. for shipment per steamer "NESTOR".

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th February, 1896. [354]

VESSLS ON THE BERTH.

FOR SHANGHAI.

THE Steamer.

"PEIYANG" Captain T. Lehnman will be despatched for the above port TO-DAY, the 11th inst., at 4 p.m.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 7th February, 1896. [410]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBÉ, AND NAGASAKI.

(Passing through the INLAND SEA).

THE Company's Steamer.

"HÖHNZOLLERN" Captain P. Wetlin will leave for the above ports on or about TO-DAY, the 11th inst.

For Further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 7th February, 1896. [7]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBÉ, AND YOKOHAMA.

THE Steamer.

"RADNORSHIRE" Captain Davis will be despatched as above on or about TO-DAY, the 11th inst.

For Freight or Passage, apply to DODWELL, CARLILL & CO., Agents.

Hongkong, 4th February, 1896. [384]

VESSEL ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamer.

"PYREHUS" Captain Datt will be despatched as above TO-MORROW, the 12th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th February, 1896. [272]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG, AND SOERABAYA.

THE Steamer.

"SHANPUING" Captain Prang will be despatched TO-MORROW, the 12th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th February, 1896. [349]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

PERU (via Nagasaki) SATURDAY, Feb. 23, 1896, at Noon.

Kobe, Japan, Sea, and, 1896, at Noon.

City of Rio de Janeiro (via Nagasaki, Kobe, and Japan) THURSDAY, March 12, 1896, at Noon.

City of Peking (via Nagasaki, Kobe, and Japan) TUESDAY, March 11, 1896, at Noon.

Sea, and, 1896, at Noon.

THE U. S. Mail Steamer "PERU" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBÉ, INLAND SEA, AND YOKOHAMA, on SATURDAY, the 23rd February, 1896, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and the principal cities of the United States, Canada, and Europe, may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of 64 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of 64 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in London, England, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 10th February, 1896. [3]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamer.

"NERRITE" Captain W. Daniel will be despatched as above on or about SATURDAY, the 22nd inst.

To be followed by the Company's Steamer "SPONDILUS," which will be despatched for the above destination on THURSDAY, the 27th inst.

For Freight, apply to ARNOLD, KARBURG & CO., Agents.

Hongkong, 6th February, 1896. [404]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG.

PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG.

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	CAPTAIN.	FOR FREIGHT APPLY TO.
LONDON &c.	Pekin	Brit. str.	Jephson	P. & O.
LONDON VIA SUEZ CANAL.	Perma	Brit. str.	Batfield	Butt & Swire
LONDON & HAMBURG.	Doraco	Brit. str.	Phipps	P. & O.
LONDON & SINGAPORE & COCHIN.	Nerita	Brit. str.	Daniel	P. & O.
HAYRE & HUBB VIA SPOR &c.	Ningchow	Brit. str.	Harris	Arnold, KARBURG & Co.
HAYRE, HUBB, & HUBB VIA SPOR &c.	Oceanic	Ger. str.	Fornas	Holliday, Wise & Co.
MARSEILLES & PORTS OF CALL.	Doraco	Brit. str.	Frederick	Arnold, KARBURG & Co.
HAYRE & HUBB VIA SAIGON &c.	Erziz Heinrich	Ger. str.	Schmolander	Arnold, KARBURG & Co.
YANCOUVER VIA SHAL &c.	Calcedonia	Fran. str.	Blanco	Messageries Maritimes.
VICTORIA, B.C., &c.	Empress of India	Brit. str.	Pybus, R.N.R.	Dodwell, Carill & Co.
HONOLULU, VICTORIA, B.C., &c.	Hankow	Brit. str.	Orr	Dodwell, Carill & Co.
SAN FRANCISCO VIA YAMA &c.	Prinz Heinrich	Ger. str.	Frederick	P. & O.
SAN FRANCISCO VIA YAMA &c.	Copia	Nip. str.	McGowan	P. & O.
SAN FRANCISCO	Broddick Castle	Brit. ship	Ferguson	Shaw, Mather & Co.
SAN FRANCISCO	Formosa	Brit. ship	Orloff	Dodwell, Carill & Co.
NEW YORK VIA SUEZ CANAL.	Empress of India	Brit. str.	Pybus, R.N.R.	Shaw, Mather & Co.
NEW YORK	Daniel Barnes	Amor. sh.	Arpo	Carill & Co.
SYDNEY, MELBOURNE, &c.	Taiyuan	Brit. sh.	Nelson	Batfield & Swire
SPRATTS & BOMBAY	Mohilla	Brit. str.	Francis	P. & O.
SINGAPORE, SHANGHAI & SHAW.	Siamang	Brit. str.	Francis	Batfield & Swire
YOKOHAMA, YAMA & KOBE	Ancon	Brit. str.	Francis	P. & O.
YOKOHAMA, KOBE, & NAGASAKI	Hohenzoellern	Ger. str.	Woffitz	P. & O.
NAGASAKI, KOBE, & YAMA.	Radenhorst	Brit. str.	Devies; R.N.R.	Messageries Maritimes.
YOKOHAMA & KOBE	Santa	Ger. str.	Voss	P. & O.
SHANGHAI & SHAW	María Teresa	Aust. str.	Margaret	Sloane & Co.
SHANGHAI	Wingate	Brit. str.	Wingate	P. & O.
SHANGHAI	Prinz Heinrich	Ger. str.	Schmolander	Messageries Maritimes.
SHANGHAI	Pooyang	Ger. str.	Th. Lehmann	Sloane & Co.